



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

DEAN D. EFSTATHIOU, Acting Director

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

September 22, 2008

IN REPLY PLEASE  
REFER TO FILE: PD-1

TO: Each Supervisor

FROM: Dean D. Efsthathiou  
Acting Director of Public Works

### **ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY BOARD MEETING-AUGUST 25, 2008**

On August 25, 2008, my staff attended the regular Board meeting of the Alameda Corridor-East (ACE) Construction Authority. A copy of the agenda and adopted minutes of the June 23, 2008, regular Board meeting are attached. The following items were discussed at the meeting, which are of interest to the County.

#### **Agenda Item VI**—The Chief Executive Officer reported the following:

The California Transportation Commission (CTC) has recommended the allocation of the full funding of \$25.6 million for Nogales Street Grade Separation project under Proposition 1B Highway-Railroad Safety Program. The legislature has passed Senate Bill 974 (Lowenthal), establishing state cargo container fees to be evenly allocated to the trust funds for air quality improvement and nonhighway congestion relief projects.

**Agenda Item VII**—The Board adopted staff's recommendation to award the construction contract for the Temple Avenue Fourth Track Infrastructure project to SEMA Construction, Inc., the low bidder, in the amount not to exceed \$12,104,916.85.

**Agenda Item XIII**—The Board approved staff's recommendation to authorize the Chief Executive Officer to amend the contract with PB Americas to add an amount not to exceed \$3,404,271 to Task Order No. 3 of the contract for the construction management services associated with the Sunset Avenue Grade Separation project. The new task order value will be the not-to-exceed amount of \$5,706,153.

**Agenda Item IX**—The Board approved staff's recommendation to authorize the Chief Executive Officer to increase contract contingency authorization by \$280,000 for a supplemental groundwater pumping system for the Brea Canyon Road Grade Separation project, which was requested and funded by the City of Industry.

Each Supervisor  
September 22, 2008  
Page 2

**Agenda Item XI**—The Board approved staff's recommendation to adopt a project baseline agreement for the San Gabriel Valley Grade Separation Program for submission to the CTC in accordance with the Trade Corridor Infrastructure Fund (TCIF) Guidelines. ACE received \$336.6 million in TCIF for the San Gabriel Trench project.

**Agenda Item XII**—Staff reported that the current Phase I of their plan of improvements, which consist of various grade separation projects in the San Gabriel Valley, has been revised from \$495.8 million to \$497.1 million due to construction costs associated with design changes, right-of-way costs and site condition impacts.

AU:pr

C090216

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Attach.

cc: Chief Executive Office  
Executive Office



## **Alameda Corridor-East Construction Authority**

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 [www.theaceproject.org](http://www.theaceproject.org)

### **ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY**

#### **BOARD OF DIRECTORS**

#### **REGULAR MEETING AGENDA**

**Monday, August 25, 2008 – 2:00 P.M.**

**Irwindale City Hall**

**5050 Irwindale Avenue**

**Irwindale, CA 91706**

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Members of the public may comment on any item on the agenda at the time it is taken up by the Board. We ask that members of the public come forward to be recognized by the Chair and keep their remarks brief. If several persons wish to address the Board on a single item, the Chair may impose a three-minute time limit on individual remarks at the beginning of the discussion.

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- |       |  |             |
|-------|--|-------------|
| I.    | Roll Call and Introductions  |             |
| II.   | Pledge of Allegiance   |             |
| III.  | Approval of Minutes of Meeting of June 23, 2008 (Pages 1-5)  | Action      |
| IV.   | Public Comment   |             |
| V.    | Chairman's Remarks   | Information |
| VI.   | Chief Executive Officer's Report (Pages 6-21)  | Information |
| VII.  | Approval of Award of the Temple Avenue 4 <sup>th</sup> Track Infrastructure Construction Contract to SEMA Construction Inc. (Pages 22-23)      | Action      |
| VIII. | Approval of Amendment for Construction Management Services for the Sunset Avenue Grade Separation Project with PB Americas, Inc. (Pages 24-26) | Action      |
| IX.   | Approval of Increased Authorization for Construction Contract Change Order for the Brea Canyon Road Grade Separation Project (Pages 27-28)     | Action      |
| X.    | Approval of San Gabriel Trench Baseline Agreement (Pages 29-38)  | Action      |
| XI.   | Approval of Proposed Amendments to the Conflict of Interest and Disclosure Code (Pages 39-41)  | Action      |
| XII.  | Quarterly Project Progress Report (Pages 42-49)  | Information |
| XIII. | Quarterly Financial Report (Pages 50-55)   | Information |

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The ACE Construction Authority is constituted of seven (7) member jurisdiction; the Cities of El Monte, Industry, Montebello, San Gabriel and Pomona, the County of Los Angeles and the San Gabriel Valley Council of Governments. A San Bernardino County Council of Governments representative is an ex-officio Board member. Each member or alternate has one vote. A quorum of the ACE Construction Authority is no less than four (4) of its total voting membership. Actions taken by the ACE Construction Authority shall be by simple majority of the members present with a quorum in attendance except for personnel actions, the annual budget, matters dealing with the Administrative Code or matters requiring subsequent approval by the SGVCOG, all of which shall require five (5) votes. All disclosable public records related to this meeting are available for viewing at the ACE office above during normal working hours.

- |      |   |                    |
|------|---|--------------------|
| XIV. | Closed Session: The Board will adjourn to closed session in accordance with Government Code Section 54956.8 for conference with real property negotiators.<br>Property Address: 159 N. East End Ave. Pomona, CA<br>Agency Negotiator: Mark Mendoza, Paragon Partners<br>Negotiating Parties: ACE Construction Authority and Victor and Maria Magallanes<br>Under Negotiation: Price and Terms<br><br>And Government Code Section 54957 to discuss the Performance Evaluation of the Chief Executive Officer | Possible<br>Action |
|------|---|--------------------|



**ACE Construction Authority  
Board Meeting  
June 23, 2008**

Chairman Hunter called the meeting to order at 2:07PM in the City of Industry City Council Chambers.

**1. In attendance were:**

George Hunter, Chairman  
Tim Spohn, Vice Chairman  
Ernest Gutierrez, El Monte  
Dave Spence, La Canada Flintridge, SGVCOG  
Rosemarie Vasquez, Montebello  
Gloria Molina, Los Angeles County

Staff

Rick Richmond, Chief Executive Officer  
Joe Silvey, Legal Counsel  
Sharon Neely, staff  
Lou Cluster, staff  
Regina Talamantez, staff  
Cynthia Ambrose, staff  
Carlos Monroy, staff  
Deanna Stanley, staff

Guests

Mayor Dave Perez, City of Industry

**2. Pledge of Allegiance**

Vice Chairman Spohn led the pledge of allegiance.

**3. Approval of Minutes of May 19, 2008.**

A motion was made to approve the meeting minutes of May 19, 2008.  
M/S/C:Molina/Gutierrez/Unanimous

**4. Public Comment**

There were no public comments.

**5. Chairman's Remarks**

Chairman Hunter thanked the City of Industry for allowing the Board to meet in its Council Chambers. Chairman Hunter reminded the Board that ACE is co-hosting a press event, June 24 at San Gabriel City Hall with other Southern California agencies regarding passage of SB 974 (Lowenthal) container fee legislation. SB 974 provides a funding mechanism for infrastructure projects that improve the overall efficiency of cargo movement to and from the ports of Long Beach, Los Angeles and Oakland.

Chairman Hunter asked City of Industry Mayor Dave Perez to accept on behalf of the Board a check in the amount of \$2 million as repayment for their generous loan to ACE in 1999 to begin the ACE Program. Mayor Perez recounted the history of the request for the loan and indicated it was with great pleasure that the City of Industry was able to help jump start the program.

**6. Chief Executive Officer Report**

Mr. Richmond referenced pages 6-14 of the agenda. He reported that ACE filed an application for \$25.6 million for the Nogales Street (south) grade separation project from the Prop 1B funds set aside for PUC highly ranked grade separation projects and that the Nogales Street project rated ten.

Mr. Richmond reported the resignation of Sharon Neely who was going to work as Legislative Director for SCAG. He reviewed her many accomplishments and indicated she would be missed and Paul Hubler would assume her responsibilities during recruitment of this position. The Board presented a plaque and thanked Ms. Neely for her many contributions and commended her for her level of professionalism.

**7. Approval of Contract Amendment for Design Services for the Brea Canyon Road Grade Separation with DMJM.**

Mr. Richmond reported that the requirement for the minor design amendment was twofold. The Brea Canyon Road project unexpectedly was tasked with installation of irrigation, landscaping and fountain restoration at the Shea property. He indicated negotiations to add an allowance for these repairs were unsuccessful with the property owner. Secondly, the extension of the contract completion date contributed to the requested amendment.

A motion was made to authorize the Chief Executive Officer to amend the contract with DMJM+Harris to add \$54,000 for minor design revisions and support during construction of the Brea Canyon Road grade separation, for a new contract value of \$3,773,376.

M/S/C/Vasquez/Gutierrez /Unanimous

**8. Approval of Contract Amendment for Design Services for the Temple Avenue Grade Train Diversion Project**

Mr. Richmond reviewed the history of the Temple Avenue train diversion project. He reminded the board that in mid 2005, well into construction the Union Pacific Railroad revised requirements for an addition of a fourth track. Changes to the design as a result of the new requirements resulted in redesign of construction elements. The flood control district pointed out that with widening the walls, structures needed to be reinforced for the increased railroad load. This design requirement was not accounted for in the original scope of work. An addition of

an allowance for the increase of labor rate escalation costs for the 4<sup>th</sup> track component is also included in the requested amendment.

A motion was made authorize the Chief Executive Officer to amend the contract with HDR Engineering, Inc. to add additional design services and allow for the increase of labor rate escalation costs for the 4<sup>th</sup> track component of the Temple Avenue train diversion project. The additional costs will not exceed \$117,105 resulting in a not-to-exceed contract value of \$7,379,355.

M/S/C:Vasquez/Spence/Unanimous

**9. Approval of Increased Construction Contract Contingency for the East End/Reservoir Grade Separation Project**

Mr. Richmond reminded the Board that both the East End Avenue and Reservoir Street grade separations were under one contract which was approved in March 2004. Delays occurred on the construction of Reservoir but none on East End. The request is a result of incurred liability from the time of award by the contractor and subcontractors on escalation costs of asphalt, concrete and steel. Contractors are required to absorb certain amount of industry cost increases of about 3-4% one year. However, after the award the industry experienced increases of 45% in 2004 and 24% in 2005. Staff has been in negotiation with the contractor for these costs and the supplemental authorization in the amount of \$437,000 which includes a \$400,000 reserve for payment of escalation claims plus the amount pending change order for incidental shoring and work area traffic control work. He reminded the Board that additional costs will be negotiated.

A motion was made to increase the Chief Executive Officer's change order authorization by \$437,000 for a total contract authorization of \$34,403,460 to accommodate change orders compensating the general contractor and subcontracts for material cost escalations as discussed. Approval of this authorization would increase staff's authorization for change orders to 13.9% of original contract value.

M/S/C:Gutierrez/Vasquez

**10. Approval of Ongoing Support Services and Annual Task Orders**

Mr. Richmond indicated the agency relied on several outside contractors to provide specialized service and that the Board is required to renew task orders annually. He indicated most of these contracts were procured for the life of the ACE Project. He reviewed the contractors' responsibilities which included: Prince Global Solutions LLC, a newly created firm founded by Kevin Jones who has been a key element to the federal funding program. He reminded the Board that the

procurement with Prince Global Solutions was performed on a non-competitive basis and the Board would be asked to approve the Statement of Determinations and Finding in the agenda. Capital Representation Group provides support in Sacramento. Padilla & Associates provides labor compliance and DBE outreach activities. First Southwest was selected to implement our financing for working capital. Burke, Williams & Sorensen is general counsel. BICEP performs risk management and claims administration. Member Vasquez asked if these contracts were competitively procured and Mr. Richmond explained all but Prince Global and Burke, Williams Sorensen were. Mr. Richmond indicated he would report back to the Board the pros and cons of procuring new contracts for those issued for the life of the project.

A motion was made to authorize the Chief Executive Officer to amend tor issue annual task orders for the following contracts for continuing support services from July 1, 2008 through June 30, 2009.

- Prince Global Solutions annual task order for \$200,000;
- Approve Agreement with Prince Global Solutions on a non-competitive basis in accordance with the Statement of Determinations and Findings;
- Capital Representation Group contract amendment for \$80,000;
- Padilla & Associates annual task order for \$268,000;
- First Southwest Company contract amendment for \$18,000;
- Burke, Williams & Sorensen contract extension through FY 2008;
- BICEP contract amendment for \$65,000;
- CLMC, Incorporated contract amendment for \$72,000; and
- Lopez & Company contract amendment for \$33,900.

M/S/C/Spohn/Spence/Unanimous

#### **11. Approval of Contracts with Previous Bechtel Subcontractors**

Mr. Richmond reminded the Board that in March 2008 ACE assumed responsibility of the program management subcontractors as a result of Bechtel opting not to renew their contract as program managers. The staff report outlines the subcontractor, their responsibilities and respective task orders.

A motion was made to authorize the Chief Executive Officer to issue annual task orders for the following contracts for continuing support services from July 1, 2008 through June 30, 2009:

Paragon Partners, Ltd annual task order for \$1,686,000  
Del Richardson & Associates annual task order for \$154,000  
JP Patterson & Associates, Inc. annual task order for \$77,000  
Wagner Engineering & Survey annual task order for \$197,700  
Terry A. Hayes Associates annual task order for \$249,000

MWH Americas, Inc. annual task order for \$101,000  
Lan/Pan/Chan Public Relations annual task order for \$73,000 and  
Lee Andrews Group annual task order for \$744,000  
M/S/C:Gutierrez/Vasquez/Unanimous

**12. Approval of Support in Concept Position on AB 2321**

Sharon Neely reviewed in detail the staff report requesting board approval to support in concept AB 2321 (Feuer) legislation pending action by the Metro Board. Member Spence indicated he did not support staff's recommendation. A motion was made by member Molina to table this item to the July Board meeting.

M/S/C:Molina/Vasquez/Unanimous

**13. Closed Session:** Legal counsel announced adjournment to closed session in accordance with government code Section 54956.9, significant exposure to litigation – one case. The Board returned from closed session and legal counsel announced there was no action was taken that is required to be reported.

**14. Adjournment.** The Board adjourned at 3:28PM



## **Alameda Corridor-East Construction Authority**

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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: August 25, 2008

SUBJECT: CEO Report

The following are items of note since the last meeting:

**\$25.6 million Prop 1B Nogales Application** – California Transportation Commission staff has recommended the allocation of \$25.6 million, the full amount applied for by ACE, for the Nogales Street grade separation project located at the railroad line immediately north of the 60 Freeway in the City of Industry. The recommendation will be voted on by the Commission at their next scheduled meeting on August 27-28 in Sacramento. Staff will keep you updated on the progress of this funding application. The recommended award for the Nogales Street project from the Highway-Railroad Crossing Safety Account Program is the second largest allocation statewide from among 22 projects recommended for funding out of a total of 49 project applications.

**Senate Bill 974 (Lowenthal) Cargo Container Fee Trust Funds** – The Legislature has passed Senate Bill 974 (Lowenthal), establishing state cargo container fees to be evenly allocated to trust funds for air quality improvement and non-highway congestion relief projects. The bill author has refrained from sending the bill to the Governor following his announcement that he will veto any bills sent to him before a state budget is passed. However, the bill must be sent to the Governor before the end of August, when it will expire. Staff will keep you updated on the progress of this legislation.

**Meetings with Federal Representatives** – Individual meetings were held with U.S. Reps. Grace Napolitano and Adam Schiff in their district offices during the Congressional recess period in August. The purpose of the meetings was to brief the Members of Congress on the status of the overall ACE Project and San Gabriel Trench projects, respectively, and to thank them for their continuing support for the ACE Project.

**Community Outreach Update** – Staff has conducted the following project outreach activities:

- Distributed construction alert notice regarding sound blanket beam removal for the Brea Canyon Road grade separation project;
- Distributed construction alert notices regarding parking lot restoration work at the Industry Metrolink station for the Brea Canyon Road grade separation project;

- Assisted with property acquisition coordination meetings with property owners for the Baldwin Avenue grade separation project;
- Conducted ongoing business support program, community outreach and construction coordination activities for the Brea Canyon Road, East End Avenue, and Sunset Avenue projects.

**Contracting** – Our Administrative Code delegates to the CEO the authority to approve new contracts or change orders for Board-approved contracts within certain limits, with a requirement that I report to the Board any such contract action. In addition to those included in the monthly construction reports, below are the contract actions since last month:

Consultant/Vendor	Reason for Change	Previous Value	Change Amount
SV-CON, LLC	Continuation of project management support for San Gabriel Trench	\$50,0000	\$100,000

**Construction Progress Reports** – Attached are construction progress reports on the Ramona Ave., East End Ave., Brea Canyon Road and Sunset Ave. projects.



# Alameda Corridor-East Construction Authority

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<b>CONSTRUCTION MITIGATION MEASURE MATRIX</b> <b>ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT</b> <b>Quarterly Report (March 1, 2008 – May 31, 2008)</b> <b>RAMONA BOULEVARD GRADE SEPARATION PROJECT</b>		
<b>Mitigation Measure</b>	<b>Mitigation Complete</b>	
	<b>Yes</b>	<b>No</b>
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate less than 15 MPH	X	
Wet Ballast When Unloading		Not Required
Suspend When Winds more Than 25 MPH		Not Required
Use Non-Potable Water	X	
Comply with AQMD Rule 453 Re: Asphalt Paving Materials		Not Required
Use Arch. Monitor During Excavation	X	
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert	X	
Screen Sediments for Fossils and Significant Resources	X	
Include Drainage System for Run-off	X	
Minimize Water Run-off	X	
Prepare a Storm Water Pollution Prevention Plan	X	
Minimize Grade Crossing Disruptions	X	
Monitor Vibration	X	

<b>PUBLIC CONTACTS QUARTERLY REPORT</b> <b>(March 1, 2008 – May 31, 2008)</b> <b>RAMONA BOULEVARD GRADE SEPARATION PROJECT</b>		
<b>Date/Contact</b>	<b>Query</b>	<b>Resolution</b>
3/13/08 / Resident	Inquiry regarding status of damage claim.	Claim settlement agreement reached.
3/17/08 / Business	Request to repave edges of asphalt parking lot damaged when sidewalk installed.	Repair costs to be included in claim settlement offer.
3/18/08 / Resident	Complaint regarding vibration and dust from construction activity.	Work was completed same day in compliance with vibration limits and dust control measures.
5/12/08 / Resident	Concern about loss of left-hand turn from westbound Ramona Boulevard into shopping center.	Resident informed that designers required new center median for motorist safety.



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## CONSTRUCTION MITIGATION MEASURE MATRIX ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT Quarterly Report (March 1, 2008 – May 31, 2008) BREA CANYON ROAD GRADE SEPARATION PROJECT

Mitigation Measure	Mitigation Complete	
	Yes	No
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate Less than 15 MPH	X	
Wet Ballast When Unloading	X	
Suspend When Winds More Than 25 MPH	X	
Use Non-Potable Water	X	
Comply with AQMD Rule 453 Asphalt Paving Materials	X	
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert	X	
Screen Sediments for Fossils and Significant Resources	X	
Include Drainage System for Run-off	X	
Minimize Water Run-off	X	
Prepare a Storm Water Pollution Prevention Plan	X	
Minimize Grade Crossing Disruptions	X	
Monitor Vibration	X	

<b>PUBLIC CONTACTS QUARTERLY REPORT</b> <b>(March 1, 2008 – May 31, 2008)</b> <b>BREA CANYON ROAD GRADE SEPARATION PROJECT</b>		
<b>Date/Contact</b>	<b>Query</b>	<b>Resolution</b>
3/5/08 / Property Manager	Request for graffiti removal.	Contractor directed to paint over graffiti.
3/10/08 / Business	Request for business support assistance and directional sign for customer access.	Sign placed for business; business enrolled in Business Support Program advertising.
3/14/08 / Resident	Concern about leaves deposited on property during tree removal.	Laborers removed leaves.
3/18/08 / Business	Call to request relocation of temporary street light generator due to noise.	Generator relocated.
3/19/08 / Property Manager	Request to repair sound barrier blanket.	Sound blanket repaired.
3/24/08 / Property Manager	Report of water outage.	Water pipe repaired.
4/10/08 / Business	Concern regarding customer access following driveway asphalt removal in preparation for repaving.	Temporary asphalt placed to ease access.
4/30/08 / Property Manager	Inquiry about obstruction to driveway by crash-barrier barrels.	Barrels relocated to permit driveway access.
5/28/08 / Business	Complaint regarding dust during shoofly removal work.	Union Pacific agreed to deploy water truck to control dust.



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## CONSTRUCTION MITIGATION MEASURE MATRIX ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT Quarterly Report (March 1, 2008 – May 31, 2008) EAST END AVENUE/RESERVOIR STREET GRADE SEPARATION PROJECT

Mitigation Measure	Mitigation Complete	
	Yes	No
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate Less than 15 MPH	X	
Wet Ballast When Unloading	X	
Suspend When Winds More Than 25 MPH	X	
Use Non-Potable Water		Not Applicable
Comply with AQMD Rule 453 Asphalt Paving Materials	X	
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert		Not Applicable
Screen Sediments for Fossils and Significant Resources	X	
Include Drainage System for Run-off	X	
Minimize Water Run-off	X	
Prepare a Storm Water Pollution Prevention Plan	X	
Minimize Grade Crossing Disruptions	X	
Monitor Vibration		Not Applicable

<b>PUBLIC CONTACTS QUARTERLY REPORT</b> <b>(March 1, 2008 – May 31, 2008)</b> <b>EAST END AVENUE/RESERVOIR STREET GRADE SEPARATION PROJECT</b>		
<b>Date/Contact</b>	<b>Query</b>	<b>Resolution</b>
4/14/08 / Business	Inquiry regarding property restoration coordination with property owner.	Resident Engineer met with property owner to coordinate property restoration with owner's plans.
5/27/08 / Business	Request for claim form following electrical outage/low voltage apparently caused by faulty electrical line installation.	Claim rejected and claimant referred to Southern California Edison, which oversaw electrical line work.



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## CONSTRUCTION MITIGATION MEASURE MATRIX ALAMEDA CORRIDOR-EAST MITIGATION MONITORING PROGRAM REPORT Quarterly Report (March 1 – May 31, 2008) SUNSET AVENUE GRADE SEPARATION PROJECT

Mitigation Measure	Mitigation Complete	
	Yes	No
Use Low Sulfur Fuel Equip.	X	
Minimize Dust by Watering (Rule 403)	X	
Cover Haul Trucks and Operate Less than 15 MPH	X	
Wet Ballast When Unloading		Not Applicable
Suspend When Winds More Than 25 MPH	X	
Use Non-Potable Water		Not Applicable
Comply with AQMD Rule 453 Asphalt Paving Materials		Not Applicable
Minimize Noise	X	
Use Noise Mufflers on Equip.	X	
Take Noise Level Tests	X	
Minimize Noise During Evening, Nighttime, Week-end and Holidays	X	
Haul Route Should Minimize Intrusion to Residential Area	X	
Use Paleontology Expert	X	
Screen Sediments for Fossils and Significant Resources	X	
Include Drainage System for Run-off	X	
Minimize Water Run-off	X	
Prepare a Storm Water Pollution Prevention Plan	X	
Minimize Grade Crossing Disruptions	X	
Monitor Vibration	X	

<b>PUBLIC CONTACTS QUARTERLY REPORT</b> <b>(March 1, 2008 – May 31, 2008)</b> <b>SUNSET AVENUE GRADE SEPARATION PROJECT</b>		
<b>Date/Contact</b>	<b>Query</b>	<b>Resolution</b>
3/16/08 / Business	Requested posting of business support signs.	City declined to permit posting of signs at off-property locations. Sign posted on property.
3/26/08 / Business	Requested that temporary street lights be provided and graffiti removed.	Contractor arranged for temporary street lights and directed to remove graffiti.
4/11/08 Business	Request that parked construction vehicles be relocated to permit truck deliveries.	Contractor relocated personal and work vehicles.
4/29/08 Business	Request that construction worker vehicle parked on street near driveway be relocated to permit truck deliveries.	Contractor reminded workers not to park near driveway.

**ALAMEDA CORRIDOR EAST**  
**PROJECT STATUS REPORT**  
**BREA CANYON ROAD GRADE SEPARATION**



For the Month: **July 2008**

Scope:	Construct a grade separation at Brea Canyon Road in the Cities of Industry and Diamond Bar
Contractor:	Griffith Company
Construction Manager:	Lim & Nascimento Engineering
Contract Award:	April 28, 2006
Notice to Proceed:	July 5, 2006
Est. Partial Const. Completion:	October 17, 2008
Contract Completion:	January 9, 2009.

<b>Project Milestone Summary</b>	Estimated Start	Estimated Completion	% Complete
Install Storm Drain System	September 2006	August 2008	90%
Install Sewer Line	July 2006	May 2007	100%
Prepare Shoofly	July 2006	October 2006	100%
Construct bridge foundations	September 2007	March 2008	100%
Construct bridge superstructure	November 2007	April 2008	100%
Install MWD Water Line	July 2006	August 2008	99%
Install SCE Trans & Distribution	August 2006	August 2008	95%
Build Pump Station	October 2006	August 2008	85%
Construct Retaining Walls	March 2007	August 2008	80%
Roadway Civil Work	July 2006	September 2008	50%
Complete Landscape, Irr & Lighting	August 2007	October 2008	10%
Shea Property Improvement Option	August 2007	October 2008	5%
Open to public		October 2008	

<b>Financial Summary</b>	
Original Contract Value	\$ 39,958,807.00
C.O.s Approved This Month	\$0.0
C.O.s Approved to Date	\$3,694,206.66
Current Contract Value	\$43,653,013.66

# BREA CANYON ROAD GRADE SEPARATION PROJECT

CONTRACTOR **GRIFFITH COMPANY**

CONTRACT AWARD **APRIL 28, 2006**  
NTP **JULY 5, 2006**  
CONTRACT COMPLETION **JANUARY 9, 2009**  
PARTIAL CONSTRUCTION  
COMPLETION **OCTOBER 17, 2008**

ORIGINAL  
CONTRACT VALUE **\$ 39,958,807**

AMENDED  
CONTRACT VALUE **\$ 43,653,013**

EARNED TO DATE **\$ 34,809,672**

CURRENT STAGE OF WORK **STAGE 2 THRU 4**

TOTAL FLOAT TO MS#4 **0 DAYS**  
(BASED ON MAY SCHEDULE MONTHLY UPDATE)

\*SUBSTANTIAL PROJECT CONSTRUCTION COMPLETION DATE  
AS OF TODAY IS 10/17/08.

## SAFETY AND SECURITY ISSUES:

### SAFETY:

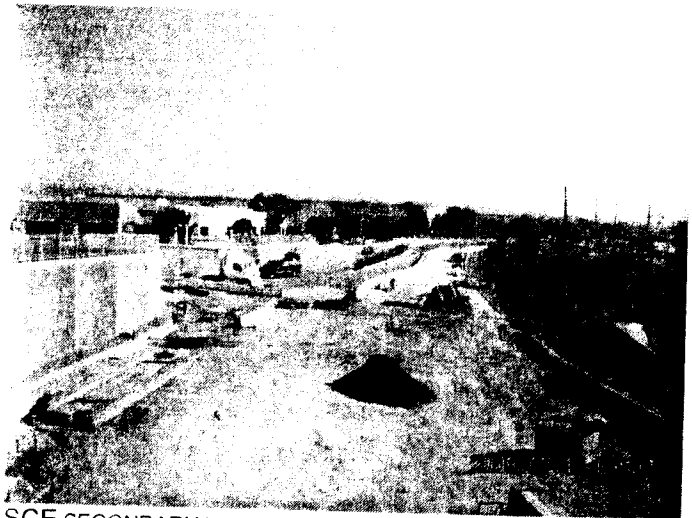
\*TIME LOST INJURY STATUS - NONE

### SECURITY:

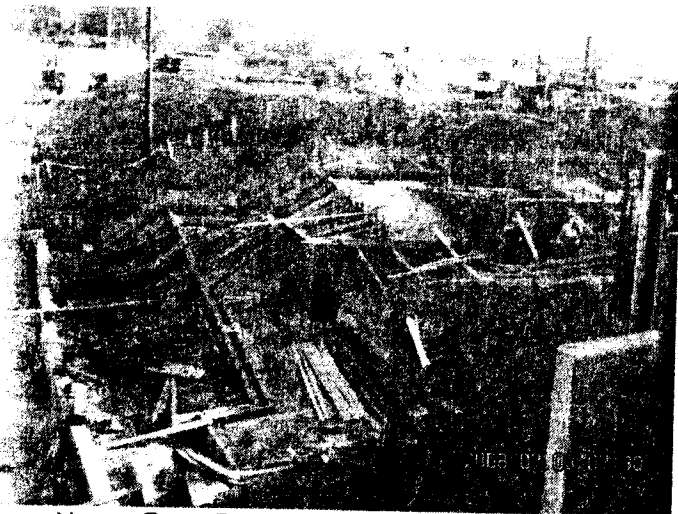
\*CITY POLICE CAPTURED STOLEN MATERIAL FROM  
PROJECT SITE.

### INITIAL EVENT REPORTS:

\* SHEA PROPERTY IRRIGATION LINE DAMAGED



SCE SECONDARY LINE INSTALLATION ALONG BREA CANYON ROAD



NORTH RAMP PHASE 4 AND 5 FORM INSTALLATION



RW# 5 FOOTING EXCAVATION AT BREA CANYON ROAD



# **BREA CANYON ROAD GRADE SEPARATION PROJECT**

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## ***WORK ACCOMPLISHED IN JULY:***

### **BREA CANYON ROAD / UTILITY INSTALLATIONS:**

- RW # 6 STEM WALL SECTION- REINFORCEMENT AND CONCRETE PLACEMENT.
- PUMP STATION ROOFING FRAME INTALLATION IN PROGRESS.
- NORTH RAMP FORMING AND REINFORCEMENT IN PROGRESS, CONCRETE PLACMENT FOR THE RAMPS.
- STORM DRAIN LINE B AND F-1 INSTALLATION FROM SHOOFLY TO RW # 6.
- CATCH BASIN AND MANHOLE PLACEMENT FOR LINE B STORM DRAIN.
- SCE DISTRIBUTION SCONDARY CONDUIT INSTALLED FOR PUMP STATION, METRO LINK PLATFORM AND PARKING LOT AND FOR GROUND WATER PUMPING SYSTEM.
- SCE DISTRIBUTION LINE CONDUIT INSTALLATION UNDER THE BRIDGE AND SHOOFLY PLUG AREA.
- MASS EXCAVATION FOR SHOOFLY PLUG, RW # 5, RW # 4 AND SOUTH RAMP COMPLETED.
- SHORING SYSTEM INSTALLED FOR RW # 4 AND RW # 5 AT SHOOFLY PLUG.

### **UPRR BRIDGE:**

- UPRR BRIDGE STRUCTURE PUNCH LIST CORRECTION IN PROGRESS.
- GC REMOVED SHOOFLY SOUND BLANKETS ALONG SHEA PROPERTY, ALSO REMOVED GRAVITY BLOCK WALL FROM A-AMERICAN STORAGE AND SHEA PROEPRTY.

## ***WORK TO BE ACCOMPLISHED IN AUGUST:***

### **BREA CANYON ROAD / UTILITY INSTALLATIONS:**

- SCE DISTRIBUTION CREW TO TRANSFER POWER CABLE FROM DIRECTIONAL BORED CONDUIT TO NEW CONDUIT.
- MASONRY BLOCK WALL CONSTRUCTION AT RW #6.
- RW # 4 AND RW # 5 PILE DRIVING, FOOTING AND STEM WALL CONCRETE PLACEMENT
- GROUND WATER PUMPING SYSTEM DRAIN PIPES TO BE INSTALLED INCLUDING CONCRETE VAULT IN THE MEDIAN.

### **UPRR BRIDGE:**

- GC TO COMPLETE PUNCH LIST FOR THE BRIDGE DECK.



# **BREA CANYON ROAD GRADE SEPARATION PROJECT**

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## **CRITICAL ISSUES RESOLVED / REMAIN TO BE RESOLVED:**

- EDISON NEEDS TO MOBILIZE AND ACTIVATE STREET LIGHTS ALONG CURRIER ROAD AND BREA CANYON ROAD. (CURRENTLY GC INSTALLED TEMPORARY LIGHT POLES ON T & M.)
- GROUNDWATER PUMPING SYSTEM – SUBMITTALS TO BE REVIEWED AND APPROVED BY DESIGNER.
- SCE –DISTRIBUTION CABLE RELOCATION UNDER THE BRIDGE AND SHOOFLY PLUG AREA ALONG BREA CANYON ROAD.
- GAS COMPANY TO PROVIDE 2" LINE CONNECTION TO PUMP STATION GENERATOR.
- SHEA PROPERTY LANDSCAPE AND FOUNTAIN CLARIFICATION.



**ALAMEDA CORRIDOR EAST**  
**PROJECT STATUS REPORT**  
**SUNSET AVENUE GRADE SEPARATION PROJECT**

For the Month: **July 2008**

Scope:	Construction of grade separations at the UPRR crossings at Orange Avenue and Sunset Avenue. Orange and Sunset Avenues will be lowered slightly and the tracks raised on embankments and two steel thru-girder bridges. California Street will be raised and reconstructed to meet the new track locations. Valley Boulevard will be reconstructed at all three intersections. Trackwork will consist of a new raised mainline track; at grade drill track and industry track connection to the north; and a temporary shoofly to the south requiring temporary closure of the northerly lane of Valley Blvd.	
Contractor:	Atkinson Contractors, LP	
Construction Manager:	PB	
Contract Award:	August 28, 2006	
Notice to Proceed:	November 14, 2006	
Original Completion:	November 18, 2009	Schedule % Complete
Revised Contract Completion:	July 27, 2010	45.0

<b>Schedule Summary</b>	Estimated Start	Estimated Completion	% Complete
California Ave Shoofly & Street Restoration	January 2007	December 2007	99%
Railroad ROW storm drain system	February 2007	January 2009	76%
Valley Blvd Shoofly	May 2007	August 2008	80%
Drill Track	April 2008	April 2009	15%
Drill Track REV 12	June 2008	November 2008	0%
Retaining Walls	May 2009	November 2009	0%
Sunset & Orange Bridge Steel Fabrication	November 2007	September 2008	97%
Sunset & Orange Bridge & Roadway Installation	May 2009	June 2010	0%
Valley Blvd Street Restoration	August 2009	October 2009	0%
Landscaping & Irrigation	December 2009	July 2010	0%

<b>Financial Summary</b>			
Original Contract Value	\$41,938,421.50		
C.O.s Approved This Month	\$80,000		
C.O.s Approved to Date	\$4,610,703.24		
Current Contract Value	\$46,549,124.74		
Invoiced to Date (% of revised contract)	\$13,038,737.61		28.0%
Release of Liens are Current	<input checked="" type="checkbox"/>		

# SUNSET AVENUE GRADE SEPARATION PROJECT

Contractor	Atkinson Contractors, LP	
Contract Award	August 2006	
Limited NTP	November 1, 2006	
NTP	November 14, 2006	
Contractual Completion	November 18, 2009	
Revised Completion	45.0%	July 27, 2010
Original Contract Value	\$41,938,421.50	
Change Orders this Month	\$80,000	
Amended Contract Value	\$46,549,124.74	
Earned to Date (Amended Value)	28.0%	\$13,038,737.61
Release of Liens are Current	<input checked="" type="checkbox"/>	

## Progress Summary

• California Ave Shoofly & Street Restoration	99%
• Railroad ROW storm drain system	76%
• Valley Blvd Shoofly	80%
• Drill Track	15%
• Drill track Revision 12	0%
• Retaining Walls & Backfill	0%
• Sunset & Orange Bridge Steel Fabrication	97%
• Sunset & Orange Bridge & Roadway Installation	0%
• Valley Blvd Street Restoration	0%
• Landscaping & Irrigation	0%

## Safety and Security Issues:

- LOST TIME INJURY STATUS: No injuries reported.
- SITE INCIDENTS: Encountered asbestos pipe and cut Verizon line (see incident report dated 07/10/08 for further details).
- RR INCIDENTS: None.
- SECURITY INCIDENTS: None.

## Issues

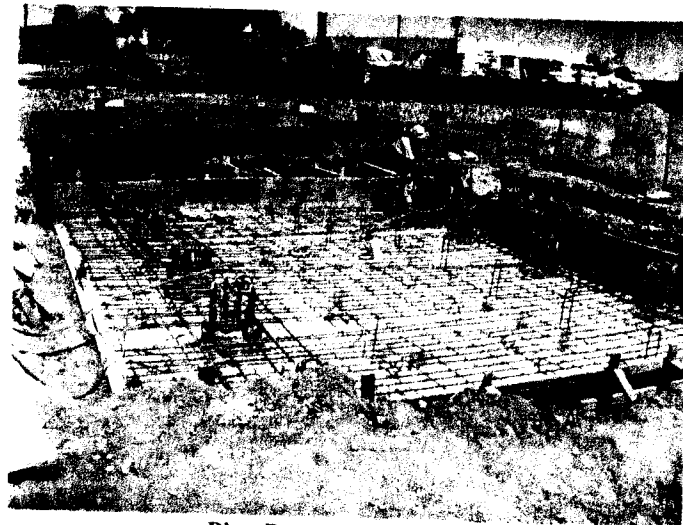
- Edison, Time-Warner, and Verizon lines in conflict with Sunset roadway and Drill Track finish grade elevations. ACE pursuing relocation agreements. SCE indicates October 1, 2008. Verizon indicates February 2009 and Time-Warner is non-responsive. Potential to delay Drill Track construction.
- SCE transmission pole in conflict with Storm Line 'O' and Des Rev 12 retaining wall. Awaiting design loads from SCE (no timeframe).
- Drill Track poor sub-grade mitigation. ACE submitted to UPRR for review (CN 025). Test strip to be performed in August 2008.
- Drill Track shoulder and associated drainage was modified in Design Revision 12. UPRR approved revisions. Still awaiting response from Sanitation Districts of L.A., on pipe protection (CN 038).
- Awaiting County approval of Roadway plans for Sunset Ave (Des Rev 13). CM provided information on second additional survey requested by Designer.

## Work Accomplished this Month

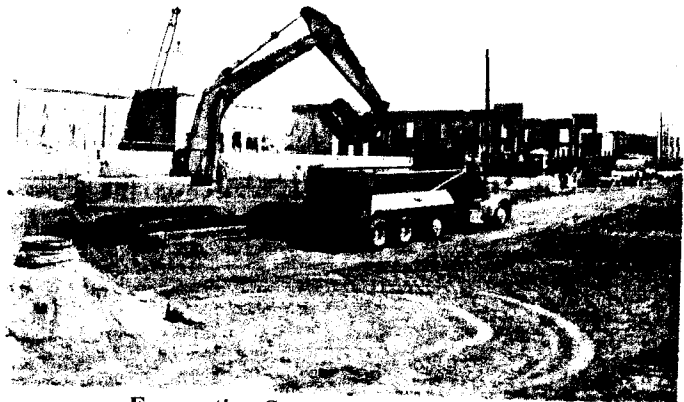
- Completed fabrication of Orange Ave bridge. Sunset bridge 97% complete.
- In order to accelerate Drill Track grade, began lowering Drill track grade at Sunset crossing (CN 32.1).
- Installing shoring for Line 'R' and RCB pipe protection (CN 014).
- Construct Shoofly V-Ditch, CM & UP reject (CN 032).

## Upcoming Work next Month

- Re-build previously rejected Valley Shoofly v-ditch.
- Complete Storm Drain Protection Shoofly (Design Rev 4; CN 014).
- Begin Retaining Walls & Storm Drain Protection Drill Track (Design Rev 12; CN 038).
- Complete RCB Pipe Protection platform (CN 014).
- Complete re-grading Storm Line 'A' backfill. (CN 036).
- Complete Sunset bridge fabrication.
- Install Lines 'I' and 'O' Drill Track Storm Drain.



Pipe Protection Slab



Excavating Sunset Avenue Roadway



Installing Shoring Piles



July 2008



## Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members and Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: August 25, 2008

SUBJECT: Approval to Award the Temple Avenue Fourth Track Infrastructure Construction Contract to SEMA Construction, Inc.

**RECOMMENDATION:** Staff recommends that the Board authorize the award of a contract to SEMA Construction, Inc. for construction of the Temple Avenue Fourth track infrastructure project in an amount not to exceed \$12,104,917.

**BACKGROUND:** At its September 2005 meeting, the Board approved the addition of the Fourth track infrastructure to the scope of the Temple Avenue Train Diversion Project due to increased UPRR requirements. At its November 2006 meeting, the Board approved the plans, specifications and estimates for this work.

This contract project will result in a new fourth mainline embankment parallel to the UPRR Los Angeles Subdivision tracks for approximately 2.7 miles, from approximately 1,000 feet southwest of Temple Avenue to approximately one (1) mile east of SR71. The work also includes the construction of retaining walls, roadways, pier protection walls, bridge widening, channel wall improvements, culverts, drainage ditches, utility relocation and protection.

In addition, this fourth track section, approximately one mile of fourth track embankment, west of this section was constructed earlier as part of the "baseline" project. Track and signal will be installed by the UPRR over the entire fourth track length at their expense.

On August 12, 2008, we received the following bids:

1.	SEMA Construction, Inc.	\$12,104,916.85 <sup>a)</sup>
2.	Skanska USA Civil West California District Inc.	\$13,142,821.00
3.	FCI Constructors, Inc.	\$13,777,777.00
4.	Ortiz Enterprises, Incorporated	\$14,451,428.73 <sup>b)</sup>
5.	Griffith Company	\$14,662,805.74 <sup>b)</sup>
6.	McGuire and Hester	\$17,508,936.30 <sup>b)</sup>

- a) Mathematically accurate bid total.
- b) Subject to further review

All bids were reviewed and determined to be accurate and official bid results were issued on August 14, 2008.

Low Bid Evaluation

SEMA Construction, Inc.'s (SEMA's) bid appears to be complete and responsive. SEMA's bid was 19.5% less than the engineer's estimate. SEMA appears to be qualified to perform the work specified in the contract. The protest period will have elapsed by the date of the Board meeting on August 25, 2008.

In accordance with the revised federal Race Neutral Disadvantaged Business Enterprise (DBE) Program, there was no DBE participation goal or advisory percentage for this contract. In accordance with the Race Neutral program, SEMA is not required to submit its anticipated DBE participation until contract award. Staff will provide a report on the participation at the next meeting.

Schedule:

Limited Notice to Proceed:	September 2008 (approximate)
Completion:	330 calendar days after NTP

**BUDGET IMPACT:** Funds for the anticipated costs are available from TEA-21, SAFETEA-LU, and MTA funds.



## **Alameda Corridor-East Construction Authority**

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**MEMO TO:** ACE Construction Authority Board Members and Alternates

**FROM:** Rick Richmond  
Chief Executive Officer

**DATE:** August 25, 2008

**SUBJECT:** Approval of Amendment to Agreement with PB Americas, Inc. for Construction Management Services for the Sunset Avenue Grade Separation.

**RECOMMENDATION:** Staff recommends that the Board authorize the Chief Executive Officer to amend the contract with PB Americas (PB) to add an amount not to exceed \$3,404,271 to Task Order #3 of the contract for construction management services associated with the Sunset Avenue Grade Separation project. The new task order value will be the not-to-exceed amount of \$5,706,153.

**BACKGROUND:** At your May 2001 meeting, you authorized the Chief Executive Officer to negotiate a construction management services contract with Parsons Brinckerhoff Construction Services, now PB Americas, Inc., for Phase I grade separation projects. In May 2005, you approved the issuance of Task Order #3 in an amount not to exceed \$2,321,000 for CM services for the Sunset Avenue grade separation project.

PB's CM services are required throughout the duration of the construction contract. At this time, additional funds are needed to compensate PB for an extended project duration and necessary project staff well beyond the amount originally envisioned.

The Sunset project was originally bid in January 2006. The low bid exceeded the Engineer's Estimate by more than 25%, and the Board approved the rejection of all bids and the re-solicitation of bids with a modified scope of work. The second set of bids were received in July 2006, and award was made to Atkinson Contractors, LLP in August 2006. Notice to proceed was issued in November 2006. The contract duration was originally set at 1100 days, out to November 2009.

As we reported to the Board in March 2008, there have been an unusually high rate of early change orders on the project, largely attributed to:

- Inaccurate assumptions about site conditions and the extent of necessary utility relocation;
- Inadequate level of design, particularly as railroad profile and street elevations evolved;
- Changed or "amplified" requirements by the Union Pacific Railroad after execution of our project agreement and acceptance of final design;

- Significant contractor delays resulting from the above and early conflicts between the UPRR and the contractor.

The combined effects of underbudgeted construction management (CM) services under the best of circumstances, greater on-site CM staffing to adequately manage the contractor through site condition and design changes and frequently strained relations with the UPRR, and an unavoidable delay in project completion will require significantly more resources for CM services. The primary factors increasing costs are project duration vs. budgeted CM duration and their level of effort.

Duration – the original contract duration was set at 30 months. PB's task order was budgeted for 24 months. Presently the contractor is approximately nine months behind schedule, for the reasons cited above. There is a possibility of further delays, but there are also opportunities to recover some of the lost time which should offset future delays. In any event, the combination of underestimated original duration and delays once construction started total 15 months, or about 60% of the original duration.

Level of Effort – The extensive amount of field changes and the need to provide more contractor oversight has made it necessary to substantially increase the level of CM effort beyond what was originally planned. The original staffing primarily consisted of 3 ½ full time equivalent field staff (FTE) and a limited amount of specialty subs. Responding to many problems in the field has made it necessary to increase the staffing to 6+ FTEs. Also, problems between the contractor and the UPRR over safety issues in the beginning of the work made it necessary to budget more for the safety subcontractor than was originally contemplated. The net result of the increased staffing has increased the total cost of the CM services from approximately \$82,000 per month based on the original staffing plan to approximately \$127,000 per month.

Of the increased CM cost now forecast, about half is due to extended contract duration and half to increased level of effort.

We have been working with PB to minimize any future delay and control the increased costs detailed above. We will continue to do so as we move towards project completion, but uncertainties with the designs, utility conflicts and UPRR oversight remain.

The history of this task order is as follows:

<b>Board Action</b>	<b>Authorization</b>	<b>Executed Amount</b>
Task Order # 3	\$ 2,321,000	\$ 2,301,881
This Request	\$ 3,404,272	\$ 3,404,272 (est)
Total Task Order #3	\$ 5,725,272	\$5,705,153

**BUDGET IMPACT:** Funds for this contract are available from TCRP and MTA Proposition C 25% grant funds and have been included in the adopted budget. The project has been federally approved.



## Alameda Corridor-East Construction Authority

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MEMO TO: ACE Construction Authority Board Members and Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: August 25, 2008

SUBJECT: Approval of an Increased Authorization for Construction Contract Change Order for the Brea Canyon Road Grade Separation Project

**RECOMMENDATION:** Staff requests Board approval of an increase in the Chief Executive Officer's contract contingency authorization by \$280,000 for a betterment requested and funded by the City of Industry to add a supplemental groundwater pumping system to the Brea Canyon Road grade separation project.

**BACKGROUND:** In March 2006, you approved a contract with Griffith Company for the construction of the Brea Canyon Road grade separation project for the not to exceed amount of \$39,958,807.

In July 2008, the City of Industry asked ACE to construct additional scope of work for the groundwater pumping system which will be located within the median of Brea Canyon Road within the City of Industry. A supplemental groundwater pumping system was part of the original contract, however the City has enhanced the requirements for the system and required betterment to the original design of the groundwater pumping system.

The amount of this change order has been negotiated with Griffith Company and the City of Industry. Therefore, the construction of the supplemental pumping system will be performed for a fixed cost. The total agreed cost is \$440,000 and the original bid schedule has \$160,000 allocated to this work, therefore the additional compensation required within the contingency is the difference of the two amounts, \$280,000. The change order also includes reimbursement for time costs associated with the additional construction requirements.

The history of this contract is as follows:

Board Action	Authorization
Contract Award	\$39,958,807
Authorized Contingency (10%)	\$3,995,881
This Request	\$280,000
<b>Total Authorization</b>	<b>\$44,234,688</b>

In as much as this is extra project work requested and funded by the City of Industry, staff is asking that this change order be considered as outside the scope of the CEO's 10% change order authority. Currently approved change orders total 9.04% of the original contract value.

**BUDGET IMPACT:** Funds for construction of this betterment has been transferred from City of Industry to ACE. There is no impact to ACE's funding plan.



## **Alameda Corridor-East Construction Authority**

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 [www.theaceproject.org](http://www.theaceproject.org)

**MEMO TO:** ACE Construction Authority Members & Alternates

**FROM:** Rick Richmond  
Chief Executive Officer

**DATE:** August 25, 2008

**SUBJECT:** Approval of Baseline Agreement for the San Gabriel Valley Grade Separation Program

**RECOMMENDATION:** Staff recommends approval of a project baseline agreement, as described below, for the San Gabriel Valley grade separation program for submission to the California Transportation Commission (CTC) in accordance with their Trade Corridor Infrastructure Fund (TCIF) guidelines and April 2008 allocation resolution. From that allocation, we received \$336.6 million which will be used for the San Gabriel Trench project.

**BACKGROUND:** The TCIF allocation approval requires nominating agencies to affirm by board action certain elements of their funding application through what is called a project baseline agreement. Those elements are:

- Project scope
- Expected benefits
- Delivery schedule
- Project budget
- Funding plan

The above features are addressed in the attached Project Programming Request form which was supplied with the original application. The project scope and benefits sections are unchanged from the application.

**SCHEDULE:** The pre-construction delivery schedule has been modified (lengthened five months) to allow for the possibility of a different type of environmental document than originally planned. It is important to note, also, that this schedule is based on a design/bid/build method of project implementation, which is the more conservative (duration-wise) of the alternative methods.

**BUDGET:** Project budget information has two aspects. First is an overall ACE San Gabriel Valley grade separation expenditure projection from November 6, 2006 (date of voter approval) on for purposes of establishing a 1:1 project match. (This is a special matching provision for grade separation projects.) This has been adjusted from the application downward consistent with a slight reduction in the approved funding (\$336.6 million vs. \$350 million originally requested). The second budget entry is for

the San Gabriel Trench, for which the TCIF funds will be used. This amount has been reduced from \$576 million to \$498 million based on more refined cost estimates since the application submission. It should be highlighted that even with the more detailed estimate the costs are based on conceptual designs.

FUNDING: Six fund sources are listed on the programming form. Four can be considered existing or committed:

- TCIF
- Existing Federal appropriations
- MTA committed funds
- A portion of the UPRR contribution to our program

Three others could come from sources outside our control and are not committed at this point. They are:

- The portion of the UPRR contribution we expect for the Trench (\$12 million)
- PUC Section 190 funds (\$20 million - \$5 million per crossing)
- Container fee revenues (\$43.002 million - SB 974)

The CTC's April Resolution requires that the nominating agency document the commitment of non-TCIF funds. In the case of yet to be committed funds, sponsors are to identify an alternate source of committed funds to be used in the event the planned funds are not available. Our alternative source for the three fund sources for the three fund sources identified above (\$75.002 million) would be the MTA funding not otherwise committed from their December 2007 funding approval of \$112.324 million. We have not committed these funds to other projects; it would be necessary to obtain MTA Board concurrence to redirect the use of these funds from other ACE project components to the Trench. This alternative source is noted on the programming form.

In addition to the likelihood that some or all of the aforementioned uncommitted funds will in fact be available, it is staff's intent that other funding we expect to become available would be used toward the project if necessary. These include future Federal authorizations or appropriations and proceeds of excess property sales.

It is important to note that one of the most fundamental provisions of the TCIF program is the cap on TCIF funding to existing allocations; any project cost increases have to be borne from non-TCIF sources. Therefore, it is critical that project costs be controlled and additional project funding sources continue to be actively pursued.

Staff requests Board approval to execute the project baseline agreement as described above.

Attachments

**TRADE CORRIDOR IMPROVEMENT FUND  
PROJECT BASELINE AGREEMENT**

**1. PARTIES AND DATE**

1.1 This Project Baseline Agreement ("Agreement") for the San Gabriel Valley Grade Separation Program, effective on \_\_\_\_\_, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the Alameda-Corridor East Construction Authority ("Project Sponsor"), sometimes collectively referred to herein as the "Parties".

**2. RECITAL**

2.1 WHEREAS, at its April 10, 2008 meeting, the CTC programmed the Trade Corridor Improvement Fund and included in the program of projects, the San Gabriel Trench Grade Separation Project ("Project"), the Parties are entering into this Agreement to document the Project cost, schedule, scope, and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Improvement Plans attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

**3. GENERAL PROVISIONS**

3.1 The Parties hereby agree to perform this Agreement in accordance with the following general provisions:

3.1.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).

3.1.2 To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.

3.1.3 To adhere to the California Transportation Commission's Trade Corridor Improvement Fund Guidelines.

**3.1.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.

**3.1.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.

**3.1.6** To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.

**3.1.7** To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. The Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.

**3.1.8** To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

**3.1.9** The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

#### **4. SPECIFIC PROVISIONS AND CONDITIONS**

##### **4.1 Project Schedule and Cost**

See Project Programming Request Form, attached as Exhibit A.

##### **4.2 Project Scope**

**4.2.1** The San Gabriel Trench Grade Separation project includes the design, right-of-way acquisition, construction and construction management of a 2.3 mile project in the Cities of Alhambra, San Gabriel and Rosemead.

The Project will grade separate four heavily traveled grade crossings (Ramona St., Mission Rd., Del Mar Ave., and San Gabriel Blvd.) by lowering the Union Pacific Railroad under these crossings in a 2 mile trench and constructing bridges over the railroad. Permanent new bridge structures will also be constructed at the Alhambra and Rubio washes.

#### **4.3     Project Benefits**

See Project Benefits Form, attached as Exhibit C.

**SIGNATURE PAGE  
TO  
TRADE CORRIDOR IMPROVEMENT FUND  
PROJECT BASELINE AGREEMENT  
FOR  
SAN GABRIEL VALLEY GRADE SEPARATION PROGRAM**

**ACE Construction Authority,**  
a California charter city and  
municipal corporation

By: \_\_\_\_\_

Rick Richmond  
Chief Executive Officer

Date: \_\_\_\_\_

Attest: \_\_\_\_\_

City Clerk

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

Deputy City Attorney

**LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Roger Snoble  
Chief Executive Officer

Date: \_\_\_\_\_

**CALIFORNIA TRANSPORTATION  
COMMISSION**

By: \_\_\_\_\_

John F. Barna, Jr.  
Executive Director

Date: \_\_\_\_\_

**CALIFORNIA DEPARTMENT OF  
TRANSPORTATION**

By: \_\_\_\_\_

Will Kempton  
Director

Date: \_\_\_\_\_



## 2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 08/18/08

County	CT District	PPNO	TCRP Project No.	EA
LA	07	LA990359		933008L
<b>Project Title:</b> San Gabriel Valley Grade Separation Program				

SGV Grade Separation Program Total Project Cost									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	640	17,680	15,900	0	0	0	0	34,220	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	7,900	8,500	5,600	0	0	0	22,000	
CON	0	0	0	222,800	240,000	154,180	0	616,980	
<b>TOTAL</b>	<b>640</b>	<b>25,580</b>	<b>24,400</b>	<b>228,400</b>	<b>240,000</b>	<b>154,180</b>	<b>0</b>	<b>673,200</b>	

SGV Grade Separation Program Local Match Credit									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Federal = 119,586 MTA = 100,980 PUC = 5,000 Local = 20,200
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	111,200	134,566	0	0	0	0	0	245,766	
<b>TOTAL</b>	<b>111,200</b>	<b>134,566</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>245,766</b>	

San Gabriel Trench Total Project Cost									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	640	12,000	15,060	6,400	0	0	0	34,100	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	5,000	9,770	7,000	0	0	0	21,770	
CON	0	0	0	17,500	13,028	0	0	30,528	
TOTAL	640	17,000	24,830	30,900	13,028	0	0	86,398	
Proposed Funding									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	640	12,000	15,060	6,400	0	0	0	34,100	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	5,000	9,770	7,000	0	0	0	21,770	
CON	0	0	0	68,000	165,000	140,000	69,130	442,130	
TOTAL	640	17,000	24,830	81,400	165,000	140,000	69,130	498,000	

Fund No. 1:	TCIF								Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				50,500	124,500	107,700	53,900	336,600	
TOTAL	0	0	0	50,500	124,500	107,700	53,900	336,600	

Fund No. 2:	Existing Federal Appropriations								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	TEA-21 = 120
PS&E	120	6,300	5,724	0	0	0	0	12,144	NCPD = 1,881
R/W SUP (CT)	0	0	0	0	0	0	0	0	SAFETEA-LU = 11,913
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	1,770	0	0	0	0	1,770	
CON	0	0	0	0	0	0	0	0	
TOTAL	120	6,300	7,494	0	0	0	0	13,914	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E	120	6,300	5,724					12,144	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			1,770					1,770	
CON								0	
TOTAL	120	6,300	7,494	0	0	0	0	13,914	

Fund No. 3:		MTA Committed Funds							Program Code	
Existing Funding										
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0		
PS&E	520	5,700	9,336	6,400	0	0	0	21,956		
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	5,000	8,000	7,000	0	0	0	20,000		
CON	0	0	0	17,500	1,028	0	0	18,528		
TOTAL	520	10,700	17,336	30,900	1,028	0	0	60,484		
Proposed Funding									Notes	
E&P (PA&ED)								0		
PS&E	520	5,700	9,336	6,400				21,956		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W		5,000	8,000	7,000				20,000		
CON				17,500	1,028			18,528		
TOTAL	520	10,700	17,336	30,900	1,028	0	0	60,484		

Fund No. 4:	PUC Section 190								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	MTA committed \$112.324M to the ACE Project in December 2007; \$36.964M from that funding is reflected in Fund No. 3 above, leaving a balance of \$75.360M.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					20,000			20,000	
TOTAL	0	0	0	0	20,000	0	0	20,000	

Fund No. 5:		Railroad Contribution							Program Code	
Existing Funding										
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0		
PS&E	0	0	0	0	0	0	0	0		
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	12,000	0	0	12,000		
TOTAL	0	0	0	0	12,000	0	0	12,000		
Proposed Funding									Notes	
E&P (PA&ED)								0	MTA committed \$112.324M to the ACE Project in December 2007; \$36.964M from that funding is reflected in Fund No. 3 above, leaving a balance of \$75.360M.	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON					19,472	4,528		24,000		
TOTAL	0	0	0	0	19,472	4,528	0	24,000		

Fund No. 6:		Container Revenue							Program Code	
Existing Funding										
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0		
PS&E	0	0	0	0	0	0	0	0		
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
TOTAL	0	0	0	0	0	0	0	0		
Proposed Funding									Notes	
E&P (PA&ED)								0	MTA committed \$112.324M to the ACE Project in December 2007; \$36.964M from that funding is reflected in Fund No. 3 above, leaving a balance of \$75.360M.	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON						27,772	15,230	43,002		
TOTAL	0	0	0	0	0	27,772	15,230	43,002		



## ***Alameda Corridor-East Construction Authority***

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 [www.theaceproject.org](http://www.theaceproject.org)

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: August 25, 2008

SUBJECT: Approval of Proposed Amendments to the Conflict of Interest and Disclosure Code

**RECOMMENDATION:** Staff recommends approval of the attached proposed amendment to designated positions the Conflict of Interest and Disclosure Code for the ACE Construction Authority.

**BACKGROUND:** The Los Angeles County Board of Supervisors requires us to periodically review our agency Conflict of Interest Code to determine if amendments are required. Position responsibility changes or addition of positions may result in amendments. Based upon the recent changes in our organization as a result of bringing the program management functions in house and the additional of an audit function staff believes the amendment is required. It consists of adding two staff positions to those required to file Statements of Economic Interests.

The attached proposed amendments to designated positions will be sent to the Board of Supervisors for adoption. Thereafter the adopted Conflict of Interest and Disclosure Code will be brought back for your adoption.

**Exhibit A**  
**Alameda Corridor-East Construction Authority**  
**Disclosure Categories**

**Category 1**

Persons in this category shall disclose all interests in real property within the jurisdiction. Real property shall be deemed to be within the jurisdiction if the property or any part of it is located within or not more than two miles outside the boundaries of the jurisdiction or within two miles of any land owned or used by the agency.

Persons are not required to disclose property used primarily as their residence or for personal recreational purposes.

**Category 2**

Persons in this category shall disclose all investments and business positions.

**Category 3**

Persons in this category shall disclose all income and business positions.

**Category 4**

Persons in this category shall disclose all business positions, investments in, or income (including gifts and loans) received from business entities that manufacture, provide or sell service and/or supplies of a type utilized by the agency and associated with the job assignment of designated positions assigned this disclosure category.

**Category 5**

Individuals who perform under contract the duties of any designated position shall be required to file Statements of Economic Interest disclosing reportable interest in the categories assigned to that designated position.

In addition, individuals who, under contract, participate in decisions which affect financial interests by providing information, advice, recommendation or counsel to the agency which could affect financial interest shall be required to file Statements of Economic Interests, unless they fall within the Political Reform Act's exceptions to the definition of consultant. The level of disclosure shall be as determined by the executive officer (or head) of the agency.

**Exhibit B**  
**Alameda Corridor-East Construction Authority**  
**Designated Positions**

The following positions entail the making or participating in the making of decisions which may foreseeably have a material effect on financial interests:

<b><u>Designated Position</u></b>	<b><u>Disclosure Categories</u></b>
ACE Construction Authority Members	1,2,3
ACE Construction Authority Alternates	1,2,3
Chief Executive Officer	1,2,3
<del>Director of Transportation Policy</del>	<del>2,3</del> (title change – see below)
Director of Government & Community Relations	2,3
Manager of Contracts	2,3
Manager of Finance	2,3
Manager of Audits	2,3 (new position)
Office Manager	4
Senior Project Manager	1,2, 3
Senior Procurement & Contracts Administrator	2,3 (new position - formerly under PM)
Consultants <sup>1</sup>	5
Technical Evaluation Committee <sup>2</sup>	4

<sup>1</sup> Only consultants defined by Title 2, Section 18701(a)(2) of the California Code of Regulations shall be required to disclose information in accordance with the above. The Chief Executive Officer may determine, in writing, that a particular consultant as defined by Title 2, Section 18701(a)(2) of the California Code of Regulations and therefore not required to disclose information or that a particular consultant is only required to perform a limited range of duties and thus is not required to fully comply with the disclosure statements. If a consultant is excepted for the latter reason, then a statement of the extent of the disclosure requirements shall be included in the Chief Executive Officer's determination. The Chief Executive Officer's determination is a matter of public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

<sup>2</sup> Technical Evaluation Committee Members who are included in other categories of Designated Positions shall comply with the Disclosure Categories for such other Designated Positions. Technical Evaluation Committee Members who are not included in any other category of Designated Positions shall comply with the Disclosure Category shown. However, since Technical Evaluation Committees are formed to evaluate specific proposals to the Authority and only exist for limited periods of time, all required disclosures for Technical Evaluation Committee Members who hold no other Designated Position will be made at the time of formation of each Technical Evaluation Committee rather than annually as required for all other Designated Positions.

# **Alameda Corridor-East Construction Authority**

Quarterly Report  
June, 2008

## **SECTION – 2**

### **Status Reports – Individual Project Elements**

- Grade Crossing Safety Improvements
- Intelligent Roadway/Rail Interface System (IRRIS)
- Nogales St. (Alhambra Sub) Grade Separation
- East End Ave./Reservoir St. Grade Separation
- Ramona Bl. Grade Separation
- Temple Ave. Train Diversion
- Brea Canyon Grade Separation
- Sunset Ave. Grade Separation
- Baldwin Ave. Grade Separation
- San Gabriel Trench

## **SECTION – 1**

- Project Cost Update
- Project Schedule Update

# **ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY**

## **Report Summary**

- The current Phase I cost forecast has been revised upward to \$497.1 million, an increase of \$1.3 million from the previous estimate. There was a \$0.3 million increase for right-of-way associated costs on the Ramona and Temple 4<sup>th</sup> Track projects. On the East End/Reservoir and Ramona projects there was \$0.4 million increase each for construction. There was a \$0.2 million increase on the Temple 4<sup>th</sup> Track project for additional design related costs.
- On the IRRIS project the train detection contractor is testing five alternative technologies.
- East End / Reservoir grade separation: Completed pump station construction at East End and installation of storm drain piping. Completed underpass roadway at East End. Roadway was opened to traffic in June. Began landscaping and irrigation. Began punchlist for project completion.
- Ramona Blvd. grade separation: Roadway complete and opened for traffic in April. Punch list items completed in June. Project is complete.
- Temple Avenue train diversion: Continued preparations for advertisement and bid of 4<sup>th</sup> track infrastructure construction contract.
- Brea Canyon Road grade separation: Completed SCE power line relocations for south end of Brea Canyon road. Completed railroad bridge construction. Completed retaining wall construction. Began roadway construction.
- Sunset Avenue grade separation: Continued storm drain relocations along Valley Blvd. Continued unsuitable subgrade materials removal and disposal in UPRR right-of-way. Continued Valley Blvd shoofly grading. Began fabrication of bridge girders for Orange and California.
- Baldwin Avenue grade separation: Continued property appraisals and related acquisition activities. Continued offers and negotiations for required property acquisitions. Continued relocation interviews with affected property owners. Reviewed commercial property acquisition plans for north side of project.
- San Gabriel Trench project: NTP was issued in April for start of preliminary design. Continued environmental clearance activities for the draft IS/EA report submitted to Caltrans/FHWA.

# ACE PROJECT COST UPDATE

As of June 2008

(\$ in Millions)

PHASE-I	Mar. 2008 Estimate		June 2008 Estimate		Comments
	Net ACE	Betterments	Net ACE	Betterments	
<b>GRADE CROSSING SAFETY IMPROVEMENTS:</b>					
Corridor Safety Upgrade	\$26.7	\$0.2	\$26.7	\$0.2	
Intelligent Roadway/Rail Interface System (IRRIS)	\$8.5		\$8.5		
<b>GRADE SEPARATIONS:</b>					
Nogales St. (Alh) (Industry/West Covina)	\$49.5	\$0.1	\$49.5	\$0.1	
East End Ave./Reservoir St. (Pomona)	\$71.4		\$71.8		\$0.4 Construction
Ramona Blvd. (El Monte)	\$49.9	\$1.7	\$50.4	\$1.7	\$0.1 ROW and \$0.4 Construction
Temple Ave. (Pomona)	\$63.4		\$63.4		
Temple Ave. 4th Track (Pomona)	\$17.4	\$7.9	\$17.8	\$7.9	\$0.2 ROW and \$0.2 Design
Brea Canyon (LA) (Industry/Diamond Bar)	\$65.1	\$5.7	\$65.1	\$5.7	
Sunset Ave. (Industry)	\$76.9	\$5.4	\$76.9	\$5.4	
Baldwin Ave. (El Monte)	\$67.0		\$67.0		
<b>PHASE-I TOTAL</b>	<b>\$495.8</b>	<b>\$21.0</b>	<b>\$497.1</b>	<b>\$21.0</b>	

PHASE-II	Mar. 2008 Estimate		June 2008 Estimate		Comments
	Net ACE	Betterments	Net ACE	Betterments	
<b>GRADE SEPARATIONS:</b>					
Ramona St. to San Gabriel Blvd. (San Gabriel)	--		\$12.3		Preliminary Engineering Cost Only
Turnbull Canyon Rd. (Industry)	Not active at this time:		<u>\$905.7</u> Million		
Rose Hills Rd. (Industry)					
Puente Ave. (Industry)					
Fairway Dr. (Alh) (Industry/Walnut)					
Fairway Dr. (LA) (Industry)					
Montebello Blvd. (Montebello)					

# ALAMEDA CORRIDOR- EAST PROGRAM

As of June 2008

ACTIVITY DESCRIPTION	City	FY2007				FY2008				FY2009				FY2010			
		1Q 1-Jul-06	2Q 1-Oct-06	3Q 1-Jan-07	4Q 1-Apr-07	1Q 1-Jul-07	2Q 1-Oct-07	3Q 1-Jan-08	4Q 1-Apr-08	1Q 1-Jul-08	2Q 1-Oct-08	3Q 1-Jan-09	4Q 1-Apr-09	1Q 1-Jul-09	2Q 1-Oct-09	3Q 1-Jan-10	4Q 1-Apr-10
<b>GRADE SEPARATION PROJECTS:</b>																	
Nogales (ALH) (substitute for Brea Canyon) Design ROW Acquisition Construction	COI	Complete Complete Complete															
East End / Reservoir Design ROW Acquisition Construction	POM	Complete Complete															
Ramona Design ROW Acquisition Construction	EM	Complete Complete															
Temple Design ROW Acquisition Construction	POM	Complete Complete															
Brea Canyon Design ROW Acquisition Construction	COI	Complete Complete															
Sunset (ALH) Design ROW Acquisition Construction	COI	Complete Complete															
Baldwin Design ROW Acquisition Construction	EM	Complete															

# ACE PROJECT SCHEDULE UPDATE

As of June 2008

## PHASE I

Program	Item	Current Completion Date (+/- Months Change from Prior Report)		Comments
		Complete Design	Complete Construction	
Grade Crossing Safety Improvement	Corridor Safety Upgrade	Mar-2002	Jan-2004	Modifications to train detection pending.
	Intelligent Roadway/Rail Interface System	Apr-2003	TBD	
Grade Separations	Nogales St. (ALH) (Industry / West Covina)	Jul-2002	Aug-2005	Open to traffic May 2008; Construction complete June 2008.
	East End Ave./Reservoir St. (Pomona)	May-2003	June-2008 (+1 M)	
	Ramona Blvd. (El Monte)	Mar-2004	Apr-2008	
	Temple Ave. (Pomona)	Sep-2003	Sep-2007	
	Brea Canyon (LA) (Industry/ Diamond Bar)	Sep-2004	Oct-2008 (+3 M)	Previous open date assumed early partial opening; new date reflects full opening
	Sunset Ave. (Industry)	Jan-2005	Jul-2010	
	Nogales St. (LA) (Industry)	Sep-2005	TBD	
	Baldwin Ave. (El Monte)	Dec-2004	TBD	

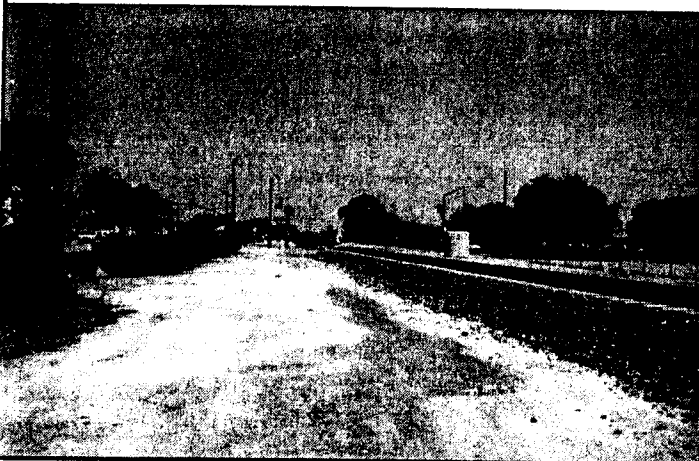
## PHASE II

Grade Separations	San Gabriel Preliminary Design. (San Gabriel)	May-09	TBD	
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**ALAMEDA CORRIDOR-EAST PHASE II**  
**SAN GABRIEL TRENCH(City of San Gabriel)**

As of Jun 2008

<b>LOCATION:</b>	City of San Gabriel	<b>CONSTRUCTION MANAGER:</b>	TBD
<b>DESIGN CONSULTANT:</b>	Moffatt & Nichol	<b>CONTRACTOR:</b>	TBD

<b>PHOTO</b>	Right-of-way at Ramona Boulevard	<b>WORK COMPLETED PAST QUARTER</b>
		<p>Notice to Proceed was issued on April 23, 2008 and the design consultant has been fully mobilized. Work has begun on trench and bridge structure type selection, rail alignment and profiles, construction staging, utility relocation concepts and traffic studies. Field geotechnical investigations began in June and will be completed in July. Initial results are favorable and no groundwater has been detected in the construction zone.</p> <p>Coordination meetings have been held with representatives from the City of San Gabriel, City of Alhambra, City of Rosemead, Los Angeles County Department of Public Works, Sanitation Districts of Los Angeles County, UPRR and various utilities impacted by the project.</p>

EXPENDITURE STATUS (\$ in Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	PERCENT EXPENDED	\$ CURRENT ESTIMATE	\$ EXPENDED AMOUNT	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS +/-
DESIGN	5%	\$12.3	\$0.7	<b>Environmental</b>			
				Statutory Exemption			
RIGHT-OF-WAY	#DIV/0!	\$0.0	\$0.0	<b>Design</b>			
				NTP for Prel Design	Apr-08 A	Apr-08 A	
				Complete Prel Design	Jun-09 A	Jun-09 A	0
CONSTRUCTION	#DIV/0!	\$0.0	\$0.0	<b>Right-of-Way</b>			
				All Parcels Available	TBD	TBD	
TOTAL		\$12.3	\$0.7	<b>Construction</b>			
				Notice To Proceed	TBD	TBD	
				Construction Complete	TBD	TBD	

AREAS OF CONCERN				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
No issues of concern at this time.				<p>Preliminary design development will continue, with the initial Advanced Engineering Concept Plan due mid-August. Work will also continue on the Draft IS/EA Negative Declaration for public review in October.</p> <p>Work has also begun on developing inter-agency cooperative agreements and the UPRR Construction &amp; Maintenance Agreement.</p> <p>The Team continues to support the TCIF Program funding application process.</p>			
ROW ACQUISITION (Estimated)	Plan	Acquired	Remaining				
o Permanent Parcels	TBD	0					
o Temporary Parcels	TBD	0					
o Total Parcels	0	0	0				

ACE Construction Authority  
FY 2008 Fourth Quarter  
Financial Report

June 2008

# ACE Construction Authority

## FY2008 Budget to Accrued Actual Expense Report

### June 2008

Quarter			(\$ in thousands)		Year-to-date	
Prorated Budget	Actuals	Under (Over)	Expense	Budget	Actuals	Under (Over)
			Indirect			
\$	396	\$	Personnel	\$	1,569	\$
	19	16	Employee Related Expenses	75	65	10
	635	488	Professional Services	2,539	1,952	587
	102	80	Insurance	407	321	86
	26	20	Equipment Expense	77	80	(3)
	70	52	Office Expense	210	209	1
	11	10	Office Operations	32	40	(8)
	1,257	1,059	Subtotal Indirect	4,923	4,236	687
			Direct (Construction)			
	1,028	587	Program Management	4,111	2,349	1,762
	691	395	Design	2,764	1,580	1,184
	3,182	2,505	ROW Acquisition	12,729	10,019	2,710
	404	(62)	Utility Relocation	1,616	(247)	1,863
	1,193	1,183	Construction Mgt	4,773	4,732	41
	4,175	2,140	Railroad	16,699	8,559	8,140
	9,769	8,905	Construction	39,074	35,622	3,452
	165	107	Other	659	430	229
	\$ 20,606	\$ 15,761	Subtotal Direct	82,425	63,044	19,381
	\$ 21,864	\$ 16,820	Total ACE	\$ 87,348	\$ 67,280	\$ 20,068

# Ace Construction Authority

## Cash Expenditures by Project

### June 2008

<b>Projects</b>	<b>Paid (\$ 000)</b>		
	<b>Quarter</b>	<b>Year-to-date</b>	<b>Incurred-to-date</b>
Crossing Safety	\$ 58	\$ 103	\$ 33,977
Nogales	29	708	49,106
EE/Reservoir	2,882	11,501	70,730
Ramona	1,792	8,613	46,777
Temple	2,326	5,463	59,966
Sunset	3,947	11,242	29,687
Brea Canyon	5,699	11,575	51,871
Nogales (County)	-	1	2,323
Baldwin	2,329	8,906	12,609
SG Trench	182	469	543
Sub-total Projects	19,245	58,582	357,591
Project Administration	24	283	6,785
Total ACE	\$ 19,269	\$ 58,865	\$ 364,376

Notes: Incurred to date expenditure represents cash payments only (no accruals).

# ACE Construction Authority

## Expenditures vs. Receipts by Project

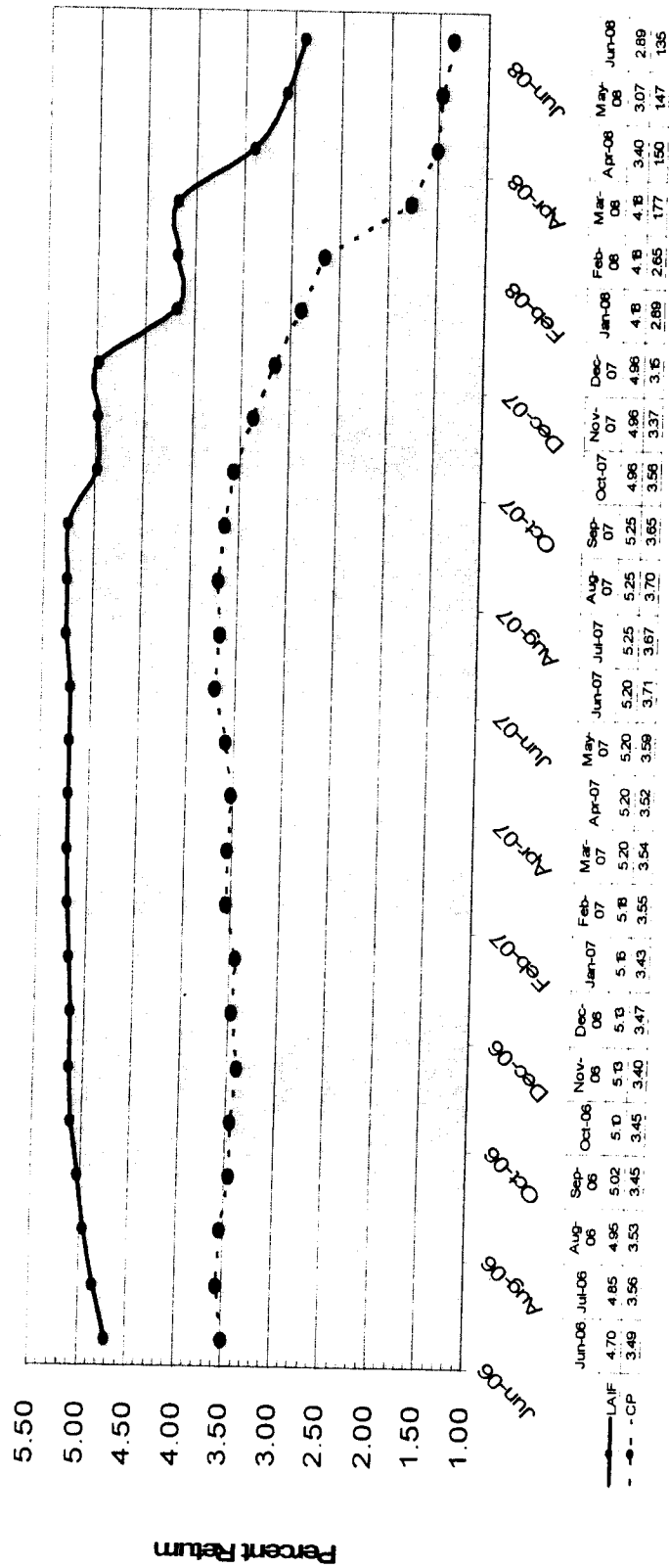
### June 2008

Projects	ITD Expenditures	Reimbursement Status (\$ 000)			
		Billed/Not Received	To Be Billed	Requiring Additional Funding	Unreim- burseable
Crossing Safety	33,977	33,542	-	435	*
Nogales	49,106	46,979	-	2,128	-
EE/Reservoir	70,730	70,689	-	41	-
Ramona	46,777	45,815	99	741	-
Temple	59,966	58,723	1,243	-	-
Sunset	29,687	28,925	762	-	-
Brea Canyon	51,871	47,427	3,406	-	-
Nogales (County)	2,323	2,306	-	-	-
Baldwin	12,609	10,591	17	2,018	-
SG Trench	543	368	175	-	-
Sub-total Projects	357,591	345,364	5,510	5,363	-
Project Administration	6,785	6,761	24	-	(191)
Total ACE	364,376	352,125	5,534	5,363	(191)
<b>Unencumbered Funding</b>					
Commercial Paper Net Interest		3,168			
Railroad Contributions Received		4,158			
		7,326			
Unreimbursable Expenses		(191)			
<b>Net Unencumbered</b>		<u>7,135</u>			
			Billed UPRR		\$ 5,608

Notes: ITD Expenditures include payments only (no accruals).  
 \* Deobligation requested

# ACE Construction Authority

## 24 month Rolling Investment Return



# ACE Construction Authority Percent funds Invested as % of Indebtedness

